

CIA ACCESS STUDY

SUPPLEMENT TO TECHNICAL MEMORANDUM #2

ROADWAY NETWORK AND TRAFFIC PROJECTION ASSUMPTIONS
and
COMMENTS ON TRAFFIC GROWTH RATE

A. Highway Facility Assumptions for Year 2005

1. Cabin John Bridge widened to four lanes in each direction.
2. No widening of Route 193, with possible exception of turn lanes at critical intersections.
3. No widening of George Washington Parkway north of Spout Run.
4. Six lanes on Route 123 between Tyson's Corner and the George Washington Parkway.
5. Metro extended to Vienna.
6. Dulles Access Toll Road completed and functional.

B. Traffic Projection Assumptions

1. No growth in background (non-CIA) traffic between now and 1986. The basis for this assumption is the anticipated effect of improved roadway access in the I-66/Dulles Access Road corridor as well as the continued expansion of the Metrorail system.
2. An overall increase in traffic (background plus CIA expansion traffic) of approximately 1.5% per year on all roadways within the study area between 1986 and 2005. This rate of growth may be lower or higher for any given roadway in the study area based on its location and the relative impact of CIA traffic.
3. Given no capacity restraints, the distribution of CIA expansion traffic on roadways to and from the site is assumed to be the same as for existing CIA traffic.
4. The amount of additional traffic generated by the CIA expansion is based on the CIA's having implemented measures to contain traffic demand. First, the increase in the number of parking spaces is in conformance with guidelines suggested by the National Capital Planning Commission. Complementing

this will be strategies to substantially increase car-pooling efforts as well as staggering work arrival and departure times to reduce the conflict with other commuting traffic. Approximately 1,000 trips have been added to CIA traffic in each peak hour. This is approximately a 35% increase over existing levels and should be conservatively high given the types of demand reduction measures which are envisioned.

C. Notes on the Traffic Growth Rate

The assumed overall study area traffic growth rate of 1.5% per year was questioned at the Advisory Committee Meeting, particularly in reference to Route 123. Two points should be made regarding the growth rate on Route 123. First, as stated above, the 1.5% increase refers to the overall increase within the study area. The increase on any particular roadway varies from this average. For example, traffic westbound in the PM peak hour on Route 123, under the CR future condition, was projected to increase 67% over 20 years or 2.6% per year. Increases eastbound, and in the AM peak hour westbound, are typically between 1 and 1.5% per year.

The development of these forecasts is based on both historical trends in this specific study area and on future improvements expected in the regional highway network. For instance, between 1976 and 1982 traffic demand dropped approximately 5.7% on Route 123 and 9.4% on Route 193. Recently completed road construction has altered traffic patterns in the study area resulting in increased volumes on Route 123. Short term fluctuations in travel demand are accounted for in the long range projections.

In addition to this, other general evidence also suggests the reasonableness of the assumed growth rate. Typically, the highways closer to the downtown area experience less growth than the more rapidly developing outlying areas. One would therefore expect growth rates in the study area to be at the lower end of the scales. In addition, growth rates tend to decline as an area matures. The growth rate for this area ten years from now is likely to be somewhat less than it is today. The 1.5% growth rate is an average assumed over that twenty year period.